outmoded 14-foot canals and locks built on the Canadian side of the river. Unless improved by deep waterway, as proposed, this section of the river would constitute a bottle-neck in the transportation of iron ore in substantial quantities from Seven Islands to the blast furnaces in the lower lakes region.

The opposition to the St. Lawrence Seaway stems largely from those who would favor rail transportation of iron ore on the theory that the construction of the Seaway would mean the surrender of rail traffic to navigation. This is an erroneous theory. The great expansion of the steel industry has been made possible only because we have developed in the Great Lakes system the means for transporting iron ore by water from the sources to the mills. In 1950, as an emergency measure, a concerted effort was made to ship iron ore all-rail from the mines in the Lake Superior District. This more costly movement continued in 1951; of the total shipped, however, only 8% moved all-rail and 92% moved by water through the Great Lakes system.

Assuming that it would still be possible to burden the inland plants with higher transportation costs by shipping the ore to an Atlantic port and thence by rail to the lower lakes region, it must not be overlooked that the greatest need for iron ore obtains during times of war. Then it is that open sea transportation is most hazardous, and the St. Lawrence Seaway, as an inland waterway, would afford a source of supply which would be relatively inexpensive and safe from submarine attack. Moreover, early construction of the Seaway would relieve the current heavy drain upon open-pit, direct-shipping ores of the Mesabi Range and preserve the maximum degree of rapid production expansibility for future emergencies. This expansibility has been a strategic asset of the greatest importance in past emergencies and constitutes a most urgent reason for immediate large increases of imported ore.

In a way, all of the above facts and arguments in favor of the development of the St. Lawrence Seaway have become academic. While we have been improving the connecting channels of the upper lakes, Canada has undertaken major navigation projects in other sections of the Great Lakes-St. Lawrence system, notably the completion of the Welland Canal to a depth of 25 feet, and extensive improvements in the Lower St. Sawrence. More recently, Canada, by legislation, has authorized the construction of the St. Lawrence Seaway jointly with the United States, if the Congress authorizes such participation. In the alternative, it has provided that if the United States does not elect to carry out its part of the joint improvement plan, then Canada will proceed to construct